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BEFORE THE SURFACE TRANSPORTATION BOARD

BLET - 4

In the Matter of:

STB Finance Docket No. AB-1043 (Sub No. 1)

MONTREAL, MAINE & ATLANTIC RAILWAY, LTD.

**ENTERED
Office of Proceedings**

APR 21 2010

**Part of
Public Record**

DECLARATION OF MICHAEL D. TWOMBLY

Michael D. Twombly, declares under penalty of perjury, that the following is true and correct to the best of his personal knowledge:

1. I am a Vice-President of The Brotherhood of Locomotive Engineers and Trainmen, a Division of the Rail Conference of the International Brotherhood of Teamsters ("BLET").
2. I offer this Statement in support of BLET's Protest against the Application of Montreal, Maine & Atlantic Railway, Ltd., ("the Carrier") for approval to abandon approximately 233 miles of line in Aroostook and Penobscot Counties, ME.
3. BLET is a national labor organization representing operating craft employees on most of the nation's railroads. On April 19, 2006, the National Mediation Board certified BLET as the representative for the Carrier's Train & Engine Service Employees.
4. BLET has been trying without success to negotiate a collective bargaining agreement with the Carrier covering the wages, hours, and working conditions of these employees since then. That bargaining is now in its fourth year.
5. At the time BLET was certified, there were 57 train and engine service employees working for the Carrier. Since then, the Carrier has laid off approximately 25 of those employees. If the proposed abandonment occurs, it is likely that 10 or 12 more workers will lose their jobs.
6. While it is clear that the railroad workers adversely affected by the proposed abandonment will be accorded protection under the *Oregon Short Line* conditions (*Oregon Short*

Line Co. – Abandonment – Goshen, 360 ICC 91 (1979)), the record already before the Board shows that hundreds, if not thousands, of employees of the shippers and manufacturers along the line also will be laid off or terminated if the Board allows the proposed abandonment to proceed. The Board must consider the long-term impact on the employment situation in the State that will result. There necessarily will be fewer work opportunities throughout the area served by the lines as shippers and manufacturers who rely on the line will be unable to get their goods to market at a fair price, if they are able to continue shipping them at all. The availability of fewer jobs means that more of Maine's citizens will have to rely on the State and the federal government for economic assistance.

7. It is my understanding that the Board's Rules place the burden on an applicant to show that a proposed abandonment or discontinuance of rail service is in the public interest. The dramatic effect the abandonment would have on working people and job opportunities in the State is enough to warrant denial of the Carrier's Application. It simply is not in the public interest to let this abandonment go forward.


Michael D. Twombly

Dated April 21, 2010